

Monitor's report

Matko Puszta, Hungary, 4th and 5th of July 2014, Vladimir Silhan (CZE)

Traveling to Matko Puszta

I went to Matko Puszta by car from Bratislava Slovakia. Traveling was very comfortable, smooth and fast. The Hungarian speedways are in very good condition, traffic is of a middle density. 300 km from Bratislava to Matko Puszta took three hours to drive only, without any one stop.

For using of speedway an electronically vignette is requested (no sticker, only record in administration system). 10 days vignette is 14 EUR; this is possible to buy it at boundary, but probably **buyer will be asked for cash payment, cards aren't accepted (at Slovakian boundary, I haven't information about some other)**. Checks of vignettes are automatically provided by gates on a speedway and by a special check.

Recommendation for travelers from west – would be better to travel via Austria than via Czech, the main Czech speedway D1 is under reconstruction with lot of restrictions and traffic jams.

Location:

Matko Puszta airfield is several km SW from the Kecskemet city. Kecskemet is large Hungarian city, something over 100.000 inhabitants. Matko Puszta is an administrative part of the Kecskemet. All needed infrastructure is available in the Kecskemet city. Distance to Hungarians capital Budapest is less than 100 km and less than 1 hour to drive.

Airfield is located in absolutely flat country without any hills. Airfield is really large, over 800 m long and 700 m wide. The airfield is fenced.

At the airfield are facilities:

1 hangar – will be empty and available for using for championship.

The tower - in the control tower are located rooms, which will be used for the Championship offices, these are Jury room, Directors office, pilot office and scoring room.

In following building is situated Restaurant, which will be available as a bar, hotel rooms and some offices. Here will be situated the briefing room. The Briefing room is not very large and so only team leaders and FAI officials will be invited for briefings.

The camping place will be situated side the hangar on west side of the airfield. Camp will be protected by a fence. Surface is a good grass. Dimensions of the camping will be 200 m long and wide, how will be needed. In this locations are situated 11 switch boxes with 8 plugs each. Electricity net is built as fixed and no temporary equipment are presumed. 88 plugs will be available for camping. In the center of camping is situated stabile building with some toilets and showers and water supply. Some boxes with showers and toilets will be adding next this building.

Parking place for Airplanes will follow next the camping place. Parking place for cars will be behind the main building (maybe 150 m from the camp) in fenced area.

Outside of the airfield (maybe 50 m) is independent location with 6 large cabins. In these cabins will be some competitors, which sent orders for cabins and some championship staff. Cabins are almost new, large with dining room, small kitchen, 2 or more bathrooms and several bedrooms. Cabins are equipped by air-condition.

Whole cabins area is fenced.

The camp for the marshals will be around the main building.

In the airfield is available tennis court and at the lot, where are situated cabins is a small swimming pool (10 or 15 m long) which has to be available for all competitors and accompaniment.

All is well visible in Google earth.

Only a special facility, what shall be erect is a large tent for dining room and meetings of competitors. In this tent will be not a bar, distance between tent and restaurant will be 30 m only. Advantage is, that camping place will be protected against noise by buildings and distance.

Country is agricultural with only limited forests. To find an area for safety landing will be easy.

Competition:

The basic positions of both championships are defined in the Local regulations. Local regulations are published in the championship web incl. task catalogues. Before the "kickoff" a general briefing will be organized for discussions and comments for a task sheets.

Stuff – round 40 people will be available for both championships inclusive chief marshals and scoring stuff. Round ½ of them will be able to speak English. In my opinion, 40 people for 2 championships is not too much. Potential risk may be foreseen in low level of experience of marshals because they almost weren't in some big championship. Large number of competitors may be absolutely new for them and assuring of fluent run of competition may be a little difficult task. Especially in beginning of championships team leaders should be a little tolerant and helpful and they shall brief their competitors carefully and in details.

Maps will be in scale 1:200 000 for ML and in scale 1:50 000 for PPG. Maps are especially made for championships in cooperation with the Hungarian army cartography institute. I haven't seen the scale 1:50 000, scale 1:200 000 looks very good with plenty of ground details. Each competitor will obtain 1 official competition map, with drawings of air spaces and other aeronautical information. For navigation tasks will be printed (for each competitor 1) task map in A4 format. The basis of maps will be the same as official map. The OCAD SW is used for construction and prints of tasks.

For Economy tasks will be used the same maps as for navigation. (I am not sure, what will be used for soaring task, probably whole official map).

Navigation and economy tasks will be constructed in accordance with the task catalogues.

Refueling – organizer will have no possibility to deliver and sell fuel. Each team must assure and bring a fuel itself. Gas stations are in distance up to 10 km.

Scoring will be provided by special SW made for championship by computer experts. What I saw, SW worked well, all data about crossing of gates and times were transferred correctly into the sheet. Only evaluation of fond ground features must be added manually. If all will work well, scoring has to be very fast and without mistakes with only 2 people.

Problem may be (and I am afraid will be) with processing of evaluation of all scores for both championships. I haven't experience with scoring of PPG tasks (slaloms, cloverleaf's etc.) And I am not able criticize, how much people, equipment and time will be necessary for these tasks.

Coordination of both championships not only from point of view of air operation, but from all relevant activities is the most challenging task. Championship directors doesn't forget, that their resources are shared and not only their own.

My recommendation is to have a special scoring team for ML and special scoring team for PPG and doesn't share the same guys for scoring of both championships. Don't forget, that scoring this is not only the first loading of data from loggers and scoring, but also organization of complaints and protests agenda, issuing of next versions of scoring sheets, official scores, final scores, team scores etc. I suppose that to keep all needed information of two championships in one head is not possible.

Air operation:

Even though the airfield is really large, potential coordination of traffic of ML and PPG in one time may be risky. The best way will be having of an excellent time management and change using of the airfield by or one, or the second. Of course, not even the best time management don't be so good, to be able to absorb tricks of general Weather. If some parallel operation will be necessary, some boundary MUST be set down by ground markers and /or strips and safety procedures must be briefed and keeping of them must be checked very strictly.

Medical care and first aid:

First aid kit and ambulance with personnel will be on site at all times. The marshalls will be briefed about safety measures and what they need to do in case of an emergency. The chain of command, who to be announced and what measures must be taken will be well defined. Fire extinguishers will be in visible places nearby operational sites.